

healthy ocean carrier industry to facilitate fair and open maritime commerce among our trading partners will become the oversight priority.

Mr. President, as FMC Commissioner Ming Hsu recently told a large gathering of shippers and industry representatives, "This has been not only a long journey, but a long needed journey * * * With the passage of the Ocean Shipping Reform Act and the FMC's new regulations, I believe the maritime industry will be far less shackled by burdensome and needless regulations * * * I believe we can now look forward to an environment which gives you the freedom and flexibility to develop innovative solutions to your ever-changing ocean transportation needs." I couldn't agree more.

The FMC regulatory process bore some resemblance to the legislative process that preceded it. A few early steps started to head off in the wrong direction, but through honest dialogue among the industry and the government parties, the course was corrected and the intent of the 1998 Act was embodied in the regulations. Now the FMC faces the challenge of implementing the new regulations in a manner consistent with Congressional intent.

Mr. President, through the 1998 Act, the Congress directed the FMC to spend less effort attempting to regulate the day-to-day business of ocean carriers and spend more effort on countering truly market distorting activities. This shift is made possible by giving exporters and importers greater opportunity and ability to use the marketplace to satisfy their ocean shipping requirements through less government intervention.

Recent efforts by some countries to protect their domestic maritime industries by imposing restrictive trade practices indicates that this shift in emphasis is well-timed. I am particularly concerned about China's efforts to impose greater regulatory control over the ocean shipping industry as the rest of the world is heading in the opposite direction. While the Maritime Administration seem to be nearing an agreement eliminating unfair practices by Brazil, continued vigilance is required. As we are seeing with Japan's port practices, the problem can remain long after such an agreement is reached.

Mr. President, I should point out that paradigm shifts are often painful, but enlightening, for involved organizations. To its credit, the FMC met the challenge of promulgating the new regulations by the March 1, 1999 deadline. Now, I recognize that Congress issues many deadlines for the Executive Branch, sometimes with little success. But I want to personally congratulate the FMC for its tremendous effort and responsiveness to complete these regulations on time. Not only did the FMC

deliver its rules on time; the FMC's rules are clearly within the intent of Congress. I feel good about that.

I want to express my gratitude to the four FMC Commissioners, Chairman Hal Creel, Ming Hsu, John Moran, and Delmond Won, for their leadership and wisdom during this process. This band of four challenged the staff to think "outside the box" of the previous regulatory system and develop innovative methods to monitor the industry in a less intrusive manner. Also, I want to recognize the efforts of the FMC staff members who worked long and hard to meet Congress' deadline: George Bowers, Florence Carr, Jennifer Devine, Rachel Dickon-Matney, Bruce Dombrowski, Rebecca Fenneman, Vern Hill, Christopher Hughey, Amy Larson, David Miles, Tom Panebianco, Austin Schmitt, Matthew Thomas, Bryant VanBrakle, Ed Walsh, and Ted Zook. Their hard work and sweat will truly benefit this Nation by enabling industry and its customers to prepare for this new era of ocean shipping.

Mr. President, just as it took several years for the legislative process to bear fruit, I urge patience before evaluating the results of this rulemaking. I will continue to monitor the transition process for this fundamental change. The Ocean Shipping Reform Act can't fix international economic imbalances and uncertainties, but it will give the industry and its customers much-needed flexibility to work through many difficult situations.

Mr. President, The health of our Nation's economy depends on a healthy system for international trade, and therefore, a dependable ocean shipping industry. The FMC rules will provide the necessary certainty in a manner consistent with Congressional intent. Again, I salute the FMC for being responsive.

GRASSLEY-WYDEN INITIATIVE LETTER

Mr. LOTT. Mr. President, I ask unanimous consent that a letter sent to all Senators today addressing the procedures governing the use of holds, signed by the Democratic leader, Senator DASCHLE, and myself, be placed in the RECORD. This letter is a result of ongoing negotiations between Senators GRASSLEY and WYDEN, the Democratic leader and myself, beginning early in the 105th Congress, and encourages all Members to make their legislative holds known.

There being no objection, the letter was ordered to be printed in the RECORD, as follows:

U.S. SENATE,

Washington, DC, February 25, 1999.

DEAR COLLEAGUE: As the 106th Congress begins, we wish to clarify to all colleagues, procedures governing the use of holds during the new legislative session. All Senators should remember the Grassley and Wyden initiative, calling for a Senator to "provide notice

to leadership of his or her intention to object to proceeding to a motion or matter [and] disclose the hold in the Congressional Record."

While we believe that all Members will agree this practice of "secret holds" has been a Senatorial courtesy extended by party Leaders for many Congresses, it is our intention to address some concerns raised regarding this practice.

Therefore, at the beginning of the first session of the 106th Congress, all Members wishing to place a hold on any legislation or executive calendar business shall notify the sponsor of the legislation and the committee of jurisdiction of their concerns. Further, written notification should be provided to the respective Leader stating their intentions regarding the bill or nomination. Holds placed on items by a Member of a personal or committee staff will not be honored unless accompanied by a written notification from the objecting Senator by the end of the following business day.

We look forward to working with you to produce a successful new Congress.

Best regards,

TRENT LOTT,

Majority Leader.

TOM DASCHLE,

Democratic Leader.

DEPARTURE OF SANDRA STUART AS ASSISTANT SECRETARY OF DEFENSE FOR LEGISLATIVE AFFAIRS

Mr. LEVIN. Mr. President, last week the Defense Department and the Congress lost the services of an outstanding public servant when Sandi Stuart stepped down as the Assistant Secretary of Defense for Legislative Affairs.

For the last six years, beginning in 1993, Sandi Stuart has served as the senior legislative advisor to three Secretaries of Defense—our former colleague the late Les Aspin; Dr. Bill Perry; and the current Secretary of Defense Bill Cohen. During this time she has earned a well-deserved reputation as a skilled legislative strategist and an effective spokesperson for the Secretary of Defense and for the interests of the men and women in uniform and their families.

At the same time, because of her extensive experience over almost 15 years in senior staff positions in the House of Representatives, Sandi had tremendous credibility on Capitol Hill as someone who understood how Congress worked. She knew that to be successful working with Congress—particularly in the area of national security policy—requires an ability to work closely with members and staff on both sides of the aisle. She did that very well, and leaves the Defense Department with the respect and gratitude of Democratic and Republican members and staff alike.

Mr. President, I have worked closely with Sandi Stuart for the past six years on a broad range of national security policy issues. She has done an outstanding job of meeting the needs of the Armed Services Committee, and I